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1929.

Swansea
Sanitary



Port
Authority

JOINT BOARD.



ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH.

Chairman - - Councillor T. W. HOWELLS, J.P.

Port Sanitary Offices :
10 SOMERSET PLACE, SWANSEA.

Telephone :
SWANSEA, 3523,

Swansea Port



Sanitary Authority.

*With the Medical Officer of Health's
Compliments.*

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THE SWANSEA PORT SANITARY AUTHORITY JOINT BOARD.

—————:O:—————

Chairman :

Councillor T. W. HOWELLS, J.P.

Vice-Chairman :

Councillor GEORGE GETHIN (Mayor of Neath).

Representing Swansea Corporation :

Councillor T. W. Howells, J.P. (Chairman). Alderman G. Arbour Stephens, M.D.

Alderman E. G. Protheroe, J.P. „ D. Richards (St. John's).

„ T. Jenkins. Councillor T. D. Cullis.

„ G. Hollett. „ T. James.

Councillor J. J. Malyn.

„ J. Harris.

Representing Neath Rural District Council Councillor Mrs. Amy Jones.

„ *Neath Corporation* „ Geo. Gethin (Vice-Chairman).

„ „ W. K. Owen.

„ *Port Talbot Corporation* „ J. A. Brown.

„ „ J. Lewis.

„ *Porthcawl Urban District Council* „ D. J. Rees.

„ *Cowbridge Rural District Council* „ Alfred L. Serle.

„ *Penybont Rural District Council* „ J. I. D. Nicholl, J.P.

OFFICERS OF THE AUTHORITY.

Clerk : H. L. Lang-Coath.

Medical Officer : Alfred Hanson, M.R.C.S.

Deputy Medical Officer : Thomas Evans, M.D., D.P.H.

Assistant Medical Officers :

W. W. Hellyer, M.R.C.S., Port Talbot. Ian Duguid, M.B., Briton Ferry.

G. M. A. Thomas, Porthcawl.

Treasurer : W. H. Ashmole.

Chief Inspector ; Inspector under Unsound Food Regulations ; and Executive Officer, Rats Order :

J. A. Davies, C.R.S.I. (Cert. Meat & Foods).

Assistant Inspector and Food Inspector :

G. W. Hale, C.R.S.I. (Cert. Meat & Foods).

Assistant Inspectors :

H. W. Baxter, C.R.S.I. (Cert. Meat & Foods)

T. H. Hearne, C.R.S.I.

H. G. Williams, C.R.S.I. (Cert. Meat & Foods)

}

Swansea.

R. A. Best, C.R.S.I., Port Talbot. M T. Johns, Neath District. Capt. A. Mably, Porthcawl.

Ratcatcher : George Thomas.

General Clerk : A. Davies.

Report of the Medical Officer of Health.

—:O:—

To :

*The Chairman and Members of the
Swansea Port Sanitary Authority Joint Board.*

I have the honour to submit my Annual Report for the year 1929.

The end of the year 1929 coincides with the closing of the North Dock—Swansea's first dock—opened in July, 1852, originally the bed of the River Tawe, the river being diverted into the "New Cut," a more direct channel.

The closing of the North Dock does not imply any diminution in the trade of the port ; the total trade of the port has increased nearly one million tons above 1928, and over eight hundred more vessels have entered the port in 1929. For some years the importation of copper and the more valuable ores has diminished ; this class of trade was largely centred around the North Dock. The more modern facilities and large area of the King's Dock, has attracted the remainder of the trade of the North Dock, now to be filled in and become in part a main artery of land rather than water traffic.

There has also been an increase in shipping and trade at Port Talbot ; on the other hand there has been a falling off in the trade of Neath, including Briton Ferry ; but taking the number of vessels entering all the ports under your Authority, there has been an increase of over one thousand.

During 1929 the request for the examination of ships for Deratization and Deratization Exemption Certificates steadily increased. 20 Deratization Certificates, and 124 Deratization Exemption Certificates were issued to Masters of vessels, in addition 77 other certificates were given on request ; it not being sufficiently realised that the possession of a Deratization, or Deratization Exemption Certificate of the International Convention render the possession of other certificates unnecessary.

The possession of a Deratization, or Deratization Exemption Certificate is now compulsory on all foreign going vessels, and although at present there is some ignorance and confusion with reference to this matter, it is becoming less, and it is to be hoped that shortly, the Public Health (Deratization of ships) Regulations, 1929, will be carried out and enforced without any difficulty.

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1929.

The totals of vessels and tonnage, foreign and coastwise, entering the Swansea Port Sanitary District, are kindly supplied by H.M. Collector of Customs, with the exception of fishing vessels, which are compiled from the records of the department.

I.—TABLE A.

	Number.	Tonnage.	Number Inspected.		Number reported to be Defective.	Number of vessels on which defects were remedied.
			By the Medical Officer of Health.	By the Sanitary Inspector.		
FOREIGN.						
Steamers	3,230	3,508,027	114	3,317	351	341
*Motor	87	220,035				
Sailing	32	2,459	—	32	3	2
Fishing	17	1,723	—	17	—	—
TOTAL FOREIGN ...	3,366	3,732,244	114	3,366	354	343
COASTWISE.						
Steamers	2,741	1,649,001	3	2,634	205	183
*Motor	197	47,583				
Sailing	29	3,620	—	19	—	—
Fishing	760	75,441	1	741	50	47
TOTAL COASTWISE ...	3,727	1,775,645	4	3,394	255	230
TOTAL FOREIGN & COASTWISE ...	7,093	5,507,889	118	6,760	609	573

*Includes mechanically propelled vessels other than steamers.

The following table gives the totals of vessels and tonnage, foreign and coastwise, entering the individual ports comprising the Swansea Port Sanitary District.

District.	Foreign.	Tonnage.	Coastwise.	Tonnage.	Total Vessels, Foreign and Coastwise.	Total Tonnage Foreign and Coastwise.
SWANSEA	2,341	2,859,001	2,919	1,432,762	5,260	4,291,763
NEATH	136	35,743	213	35,703	349	71,446
PORT TALBOT	889	837,500	543	297,564	1,434	1,135,064
PORTHCAWL	—	—	50	9,616	50	9,616
TOTALS	3,366	3,732,244	3,727	1,775,645	7,093	5,507,889

Number of vessels, tonnage (foreign and coastwise), entering the Swansea Port Sanitary district during the preceding five years.

Year.	Number of Vessels.		Total Foreign and Coastwise.	Tonnage.		Total Tonnage, Foreign and Coastwise
	Foreign.	Coastwise.		Foreign.	Coastwise	
1924	2,611	4,337	6,948	2,828,534	2,231,327	5,059,861
1925	2,304	4,184	6,488	3,215,600	1,703,968	4,919,568
1926	1,721	2,440	4,161	2,030,355	982,035	3,012,390
1927	2,861	3,483	6,344	3,478,269	1,728,585	5,206,854
1928	2,637	3,269	5,906	3,118,840	1,619,388	4,738,228

II.—CHARACTER OF TRADE OF PORT.

(A) Passenger traffic during 1929 : No passenger traffic dealt with at the port.

MEDICAL INSPECTION OF ALIENS.

The port is not an accredited alien port, but during this year at the request of the Immigration Officer, alien passengers arriving in cargo vessels, who intended to remain in this country for more than three months were subject to medical examination.

Number of cargo vessels arriving with alien passengers	....	....	6
Total number of alien passengers medically examined	....	....	110
Certificates issued	....	....	nil

(B) Cargo traffic. Principal imports and exports :—

IMPORTS.—Iron Ore, Copper and other Ores, Iron and Steel, Timber and Deals, Pitwood and Mining Timber, Grain and Flour, Potatoes, Onions, Fish, General Merchandise, and Oil.

EXPORTS.—Cement, Coal and Coke, Patent Fuel, Iron and Steel, Rails, Tinplates, Grain and Flour, General Merchandise, and Oil.

SWANSEA.

PORT TALBOT.

Year.	Imports.	Exports.	Total Imports and Exports.	Year.	Imports.	Exports.	Total Imports and Exports.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1924	1,810,137	5,577,764	7,387,901	1924	560,507	2,374,072	2,934,579
1925	1,697,466	5,333,519	7,030,985	1925	402,190	2,219,073	2,621,263
1926	1,908,718	2,929,588	4,838,306	1926	303,522	924,877	1,228,399
1927	2,086,167	5,679,778	7,765,945	1927	341,256	2,301,723	2,642,979
1928	1,694,672	5,104,951	6,799,623	1928	379,934	1,769,319	2,149,253
1929	1,497,187	6,239,319	7,736,506	1929	508,903	2,374,576	2,883,479

COUNTRIES WITH WHICH THE PORT PRINCIPALLY TRADES.

The trade of the Port is world-wide, cargoes of wheat, cereals, food stuffs, and minerals of all descriptions arriving from Australian, Indian, North and South American ports (East and West Coasts), Canadian and Far Eastern ports. A busy trade is carried on with Belgium, Holland, Germany, Denmark, Sweden and Norway, also France, Spain, Portugal, Italy, Greece, etc., in food-stuffs and other miscellaneous cargoes.

There are numerous lines of steamers trading between Swansea and all parts of the world. Merchants thus have frequent and regular opportunities of shipping large or small consignments.

OIL TRADE.

Swansea is now the greatest oil port in the Kingdom, which has been brought about by the great undertaking of the Anglo-Persian Oil Company and their allies, the National Oil Refineries. The trade in crude and refined oil, and motor spirit, in and out of Swansea docks amounts to 2,000,000 tons per annum.

A regular service of tank steamers of 8,000 to 12,000 tons capacity, bring the crude oil from Abadan in Persia ; cargoes of oil also arrive from the Mexican oil fields. The refined product is distributed to all parts of the world.

The facilities installed are such that a 10,000 tons tanker can discharge a full cargo in 12 hours, and a vessel of a similar size can load the refined product in 20 hours.

At the jetty adjoining the entrance to the King's Dock, the largest liners can replenish their bunkers without entering the dock.

FISH TRADE.

The Consolidated Fisheries Ltd., of Grimsby, are firmly established with a fleet of 30 modern deep sea trawlers, whose chief fishing grounds are off the west coast of Ireland. This fleet is considerably augmented during seasons by fishing trawlers from Brixham, Ramsgate, etc. About 12,000 tons of fish are landed annually. An ice factory has been installed in connection with the industry, with an average daily production of 60 tons of ice. At the Queen's Dock, the Company have an offal works, where fish manure is manufactured, which has assumed large proportions.

III.—SOURCE OF WATER SUPPLY.

(A) The ports of Swansea, Neath, and Port Talbot, comprising the Port Sanitary District, derive their water supplies from the public service supply, maintained by their respective Corporations.

Samples of water are periodically examined, and are found to be free from contamination. Water mains are laid throughout the whole of the respective ports.

(B) All shipping is supplied through these sources from hydrants, which are conveniently placed for the supplying of vessels.

(C) No water boats are used in any of the ports under the jurisdiction of the Authority.

IV.—INFECTIOUS DISEASE.

(1) *Arrangements for detection of Infectious Disease on inward vessels.*

All cases of sickness on vessels arriving in the port are investigated by the Inspector, and if in any way suspicious, the vessel is detained at the boarding station until the arrival of the Medical Officer.

Vessels having sickness on board are visited daily, until it is safe to assume that the sickness is of a non-infectious character.

(2) *Arrangements for notification to the Port Sanitary Authority of the arrival of inward vessels requiring special attention.*

Information is received from the sea pilots of any cases of suspected disease on incoming vessels. Vessels arriving in the roads can signal Mumbles Point if any attention is needed. Information from Mumbles Point can be transmitted by telephone to the boarding stations, and Port Sanitary Office. During night hours the Medical Officer, and Senior Inspector, can be notified by telephone at their private residences. Practically all the vessels of the British Tanker Co. send a wireless message notifying their probable time of arrival and, in addition, reporting if they have any sickness on board. This is passed on by the Company to the Port Sanitary Authority.

Other ships are increasingly reporting sickness by wireless to their brokers, who in like manner report to the Port Sanitary Authority.

H. M. Customs, and the sea pilots of Swansea and Port Talbot are supplied with a copy of the weekly record of infectious diseases at home and abroad, issued by the Ministry of Health.

(3) *Vessels boarded on arrival, by whom, where and how.*

All oil tankers from Abadan and Trinidad, grain vessels arriving from South American and Indian ports, and any vessels known to be from an infected or suspected port, are boarded on arrival by the Medical Officer of Health and an Inspector.

All vessels arriving in the day-time are boarded by an Inspector on arrival, and if necessary the Inspectors do tidal duties to board vessels, and report to the Medical Officer of Health. These vessels are boarded at the appointed boarding stations in the entrance channel, where the crews are examined by the Medical Officer of Health.

(4) *Arrangements for disposal of cases of infectious disease, and for observation or surveillance of contacts.*

Infectious diseases such as cholera, plague, typhus and small pox, can be admitted to the Borough Isolation Hospital at Cwmllyd, which is kept in readiness for the purpose.

Other cases of infectious diseases are admitted to the new Borough Isolation Hospital at Sketty.

Contacts, if remaining on the vessel are kept under daily observation. If allowed to leave the vessel and go home, notification is sent to the Medical Officer of Health of the place to which they are going. Suspicious cases are removed to hospital for observation.

(5) *Arrangements for disinfection of infected quarters, bedding, clothing, etc.*

All disinfection of infected quarters is undertaken by your Authority, and carried out personally by your Inspectors.

Disinfection for vermin, etc., is also undertaken by your Authority when requested by ships' masters and brokers.

Otherwise it is undertaken by competent firms under the supervision of your Inspectors.

Infected bedding, clothing, etc., are removed by motor ambulance to the Borough Isolation Hospital, and disinfected by steam.

(6) *Arrangements for cleansing of persons.*

All seamen requiring treatment for cleansing of vermin, scabies, etc., are removed to the Infirmary where facilities exist for such cleansing.

(7) *Arrangements for ambulance transport.*

Arrangements exist between the Port Sanitary Authority, and the Borough Authority, for the use of a motor ambulance at any time during the day or night, for the removal of infectious cases to the Isolation Hospital.

(8) *Arrangements for detection and treatment of Venereal Disease amongst sailors.*

The clinic for treatment of venereal diseases for Swansea, and all ports in the counties of Carmarthen, Pembroke, and Cardigan, is at the Swansea General and Eye Hospital.

The ports of Port Talbot and Neath, are served by the clinic opened at Port Talbot under the Glamorgan County Council.

The facilities for the free treatment of venereal disease at the above clinics, are notified to the masters of vessels on arrival. Leaflets giving information on the dangers of venereal disease, and the facilities for free treatment, are supplied to the crews of vessels by your Inspectors.

It is also pointed out that the facilities and treatment are free to all nationalities.

No. of seamen cases admitted for treatment.

SWANSEA CENTRE.

PORT TALBOT CENTRE.

1927								1928								1929							
Syphilis								...								20							
Soft Chancre								...								16							
Gonorrhoea								...								34							
Others								...								0							
TOTAL								...								93							
TOTAL ATTENDANCES								...								320							

(9 & 10) *Arrangements for bacteriological examination of rats, and other bacteriological examinations.*

Bacteriological examination of rats, and all other bacteriological examinations, are made by Dr. A. F. Sladden at the Beck Pathological Laboratory.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of Cases during 1929.	Average No. of Cases for last 5 years.
Beri-Beri	0	0.6
Chickenpox	1	1.2
Diphtheria	0	0.8
Dysentery	1	0.8
Enteric Fever	1	0.8
Erysipelas	0	0.2
Malaria	5	6.4
Measles	0	0.6
Scarlet Fever	0	0.2
Smallpox	0	—
Tuberculosis	0	0.4
Typhoid Fever	1	0.8
TOTAL	9	12.8

CHICKENPOX.

“PANDELIS,” s.s., from Penarth.

Arrived on May 21st. The 2nd Engineer was suffering from chickenpox and was isolated on board.

DYSENTERY.

“ARGYLLSHIRE,” s.s., from Greenock.

Arrived on October 18th. On the 24th a lascar seaman developed dysentery. He was removed to the Borough Isolation Hospital. Water closets and fresh water tanks were cleansed.

ENTERIC FEVER.

“SPESSART,” s.s., from London.

Arrived on December 18th, 1928, reporting all well. On January 9th a seaman was removed to the General Hospital where he developed enteric fever.

MALARIA.

“KAPANA,” s.s.

Arrived at Port Talbot on October 23rd from Rufisque via Bordeaux, and was visited on arrival by the Assistant Medical Officer of Health, who examined four members of the crew suffering from Malaria. The 3rd Mate and messroom boy were removed to hospital; the cook and a deck-hand, who were convalescent, were allowed to land and were sent home to Norway.

The 3rd Mate died on October 24th, the post mortem examination revealed acute malaria as the cause of death. On October 27th the mess-room boy died; a blood film examination shewed sub-tertian malaria parasites in large numbers.

The cabins of the 3rd Mate and mess-room boy were fumigated, the bilges cleaned and sprayed with paraffin oil. No further cases of sickness occurred. The vessel sailed for Monaco on October 30th.

“CLUNEPARK,” s.s., from Boulogne.

A seaman was treated on board by the Federation Medical Officer for recurrent malaria.

PARATYPHOID.

"PHRYNE," s.s., from La Pallice.

Arrived at Port Talbot on October 22nd. The cabin boy was removed to the Swansea Borough Isolation Hospital, suffering from paratyphoid.

TABLE D.
Cases of Infectious Sickness occurring on Vessels during the voyage
but disposed of prior to arrival.

Disease.	No. of Cases during 1929.	Average No. of Cases for last 5 years.
Beri-Beri	0	0.2
Chickenpox	3	0.6
Cholera	2	0.4
Dysentery	1	1.4
Enteric Fever	1	1.0
Malaria	0	1.0
Smallpox	3	3.6
Typhus	1	0.2
Yellow Fever	1	0.2
TOTAL	12	8.6

CHICKENPOX.

"BRITISH ADMIRAL," s.s., from Abadan, Suez and Port Said.

Arrived on April 27th. Two members of the crew were landed at Port Said suffering from chicken-pox. Vessel granted free pratique.

"BRITISH LADY," s.s., from Abadan, Suez and Port Said.

Arrived on May 12th. An Engineer, suffering from chickenpox, previously landed abroad ex another oil tanker, was brought home on this vessel.

CHOLERA.

"MEDIA," s.s.

Arrived King's Dock, a.m. tide, May 20th. This ship left Calcutta on April 23rd. On April 28th, a native fireman reported sick and died on 29th from cholera. On May 3rd another fireman reported sick from cholera and was removed to hospital at Colombo. All contacts were removed to a segregation camp for observation.

The vessel was thoroughly disinfected with chloride liquid, decks, forecastles and latrines sprayed daily with cylen. All the officers and crew were inoculated with anti-cholera vaccine, and tested. One "carrier" was detected and removed from the ship.

The vessel remained at Colombo for the full quarantine period and left the port with a clean bill of health. All the water tanks were emptied and disinfected; fresh water taken in at Colombo. All vegetables and fruit were destroyed. The effects and bed of the man were destroyed at sea. No further cases developed.

SMALLPOX.

“BRITISH JUDGE,” s.s., from Abadan, Suez and Port Said.

Arrived on February 11th. The master reported having on board a seaman, discharged from hospital at Suez.

“BRITISH GRENADIER,” s.s., from Abadan, Suez, Port Said and Gibraltar.

Arrived on July 31st. A seaman on board discharged from hospital at Port Said.

These seamen were landed in hospitals abroad, suffering from smallpox, from other vessels of the British Tanker Co., and were subsequently given a passage home in the above named vessels.

“BRITISH BIRCH,” s.s.

Arrived in Mumbles Roads p.m. tide July 15th. On July 3rd I was notified by the Ministry of Health, and also received a cablegram from the Quarantine Board at Port Said, stating that a case of confluent small pox had been landed from this vessel at Port Said. The crew had been vaccinated, ship disinfected, and vessel proceeded on her voyage after a favourable medical inspection.

On arrival at Mumbles Roads the crew were subjected to further medical inspection. The B. T. Co's. medical officer was also present. No further illness was discovered.

Names and addresses of persons leaving the vessel were forwarded to the medical officers at the places of destination. Those persons remaining on board were kept under daily surveillance by your officers.

The vessel was fumigated throughout for disinfection and deratization.

DYSENTERY.

“BRITISH COUNCILLOR,” s.s., from Abadan, Suez and Port Said.

Arrived on October 13th. An A.B. was landed at Suez suffering from dysentery.

ENTERIC FEVER.

“BRITISH DOMINION,” m.v., from Abadan, Suez, Port Said and Malta.

Arrived on July 5th. The cabin boy was landed at Malta suffering from enteric fever.

TYPHUS FEVER.

“YORKMINSTER,” s.s.

Arrived at Port Talbot Dock a.m. tide, 4th September, from Leghorn via Carthagen. Upon arrival in the locks, the master reported having left a cabin boy in hospital at Leghorn one month previously suffering from typhus fever.

Your Assistant Medical Officer examined the crew and found all well. The patient's berth had been fumigated at Leghorn and repainted ; his effects were disposed of prior to arrival.

YELLOW FEVER.

“PORTSEA,” s.s.

Arrived at Port Talbot Dock on May 21st from Santos via Liverpool. The master reported that the Chief Officer had died at Santos from yellow fever, and the vessel placed in quarantine and fumigated. The Port Medical Officer at Liverpool examined the crew on arrival and kept the vessel under observation. On arrival at Port Talbot the Assistant Medical Officer of Health examined the crew and found all well.

The deceased Officer's effects were handed over to the Board of Trade, and subsequently transmitted to his relatives.

**CHOLERA, YELLOW FEVER AND PLAGUE ORDER (9th SEPTEMBER 1907)
OF THE LOCAL GOVERNMENT BOARD.**

All vessels arriving directly and indirectly from infected and suspected ports were boarded at H.M. Customs' Boarding Stations and were dealt with in accordance with the above Order.

On account of the occurrence of plague and cholera at Abadan (Persian Gulf) and in the area of the Suez Canal and Egypt, all ships arriving from these infected ports are boarded, and all persons on board medically examined. No vessel arrived with cholera, yellow fever or plague.

SWANSEA.

Vessels and crews examined on arrival at the boarding station by the Medical Officer of Health giving details of sickness reported on arrival and during the voyage.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of Persons on board.	Remarks.
1929						
Jan. 4	British Union, m.v.	4163	British	Trinidad	40	All well.
" 7	British Captain, s.s.	4073	do.	Abadan, Suez and Port Said	42	do.
" 8	British Councillor, s.s.	4119	do.	do.	41	Fireman suffering from venereal disease. Referred to clinic at General Hospital.
" 8	Scottish American, s.s.	4420	do.	do.	37	All well.
" 10	British Renown, m.v.	4170	do.	do.	40	do.
" 13	British Marquis, s.s.	3140	do.	Trinidad	32	do.
" 13	Scottish Musician, m.v.	4019	do.	do.	41	Seaman suffering from chill. Treated privately.
" 26	Scottish Maiden, m.v.	4036	do.	do.	44	Distressed British seaman invalided home; was detained in hospital at Trinidad with an attack of pleurisy. Now convalescent.
" 28	British Princess, s.s.	4382	do.	Abadan, Suez and Port Said	41	All well.
Feb. 11	British Governor, s.s.	4107	do.	do.	38	A.B. detained in hospital at Abadan for observation. No further illness occurred.
" 16	Scottish Standard, m.v.	4044	do.	do.	44	All well.
" 16	British Judge, s.s.	4025	do.	do.	42	Distressed British seaman discharged from hospital at Suez convalescent after an attack of smallpox. No further illness occurred.
" 20	British Admiral, s.s.	4243	do.	do.	39	All well.
" 27	British Officer, s.s.	4082	do.	Abadan, Suez and Port Said	41	Distressed British Seaman returned home from hospital at Abadan, convalescent after treatment for gastric intestinal trouble.
Mar. 1	British Fusilier, s.s.	4112	do.	do.	42	All well.
" 2	British Statesman, s.s.	4152	do.	do.	39	do.
" 2	British Aviator, m.v.	4135	do.	do.	42	do.
" 4	British Commander, s.s.	4072	do.	do.	40	do.
" 4	British Faith, m.v.	4183	do.	do.	40	do.
" 7	British Honour, m.v.	4174	do.	do.	39	do.
" 8	British Isles, s.s.	4427	do.	do.	39	do.

PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of Persons on board.	Remarks.
1929						
March 8	British Architect, s.s.	4393	British	Trinidad	39	All well
" 9	British Grenadier, s.s.	4077	do.	Abadan, Suez and Port Said	40	do.
" 13	British Commodore, s.s.	4072	do.	do.	44	do.
" 14	British Renown, m.v.	4170	do.	do.	47	do.
" 16	British Colonel, s.s.	4141	do.	do.	40	do.
" 28	British Advocate, s.s.	4151	do.	Abadan, Aden, Suez and Port Said	48	Distressed British seaman invalided home from Suez suffering from heart trouble.
April 6	British Freedom, m.v.	4170	do.	do.	50	Seaman suffering from venereal disease. Referred to clinic at General Hospital.
" 14	British Officer, s.s.	4083	do.	Trinidad	40	All well.
" 14	Highcliffe, s.s.	2323	do.	Rosario via Las Palmas	32	do.
" 24	British Governor, s.s.	4140	do.	Abadan, Suez and Port Said	47	do.
" 27	British Admiral, s.s.	4243	do.	do.	47	Messroom Steward had acne on face and was treated privately.
" 28	British Judge, s.s.	4024	do.	do.	39	All well.
May 2	British Earl, s.s.	3772	do.	do.	37	do.
" 3	British Workman, s.s.	4056	do.	do.	48	5th Engineer suffering from enlarged glands. Proceeded to his home for treatment.
" 12	British Lady, s.s.	3520	do.	do.	47	2nd Engineer invalided home convalescent from chickenpox.
" 15	British Isles, s.s.	4427	do.	do.	44	All well.
" 17	British Grenadier, s.s.	4077	do.	do.	48	do.
" 20	British Gunner, s.s.	4079	do.	do.	45	do.
" 25	British Renown, m.v.	4170	do.	do.	44	do.
" 26	Pandelis, s.s.	1489	Greek	Penarth	24	(See page 11).
" 27	British Commodore, s.s.	4027	British	Abadan, Suez and Port Said	43	An A.B. detained in hospital at Port Said suffering from injury of eye.
" 27	British Aviator, m.v.	4135	do.	do.	42	An A.B. suffering from shingles, received private medical treatment.
" 28	British Counsellor, s.s.	4190	do.	do.	45	All well.
" 28	British Mariner, s.s.	4083	do.	do.	39	do.
" 30	British Advocate, s.s.	4151	do.	do.	45	Supernumerary invalided home from Abadan, with spinal tumour, also a D.B. Seaman suffering from chronic rheumatism. Both patients referred to own doctors.
June 3	British Hussar, s.s.	4101	do.	do.	47	All well.
" 8	British Chemist, m.v.	4219	do.	do.	40	do.
" 10	Scottish Strath, s.s.	4523	do.	Trinidad	38	do.
" 10	British Freedom, m.v.	4171	do.	Abadan, Suez and Port Said	40	do.
" 17	British Officer, s.s.	4083	do.	do.	42	do.
" 19	British Chancellor, s.s.	4244	do.	do.	40	do.

PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from	No. of Persons on board.	Remarks.
1929						
June 21	British Viscount, s s	... 4091	British ...	Abadan, Suez and Port Said	41	All well
„ 21	Media, s s	... 3359	do ...	Colombo via Boulogne	88	(See page 12)
„ 27	Eugenia, s.s.	... 2313	Greek ...	Rosario via St. Vincent	29	All well.
July 5	British Dominion, m.v.	... 4141	British ...	Abadan, Suez, Port Said and Malta	43	(See page 13).
„ 14	Scottish Chief, s.s.	... 4255	do. ...	Abadan, Suez and Port Said	40	All well.
„ 15	British Birch, s.s.	... 3544	do. ...	do. ...	39	(See page 13).
„ 18	British Architect, s.s.	... 4393	do. ...	Trinidad ...	39	All well.
„ 19	British General, s.s.	... 4072	do. ...	Abadan, Suez and Port Said	43	do.
„ 21	British Trader, s.s.	... 2313	do. ...	Trinidad ...	33	do.
„ 22	British Gunner, s.s.	... 4073	do. ...	Abadan, Suez and Port Said	40	do.
„ 26	Scottish Minstrel, m.v.	... 4026	do. ...	do. ...	42	do.
„ 29	Bretonne, s.v.	... 78	French ...	Roscoff ...	23	do.
„ 29	Goeland, s.v.	... 75	do. ...	do. ...	32	do
„ 29	El Djezair, s v	... 67	do ...	do ...	25	do
„ 31	British Grenadier, s s	... 4077	British ...	Abadan, Suez, Port Said and Gibraltar	45	D B S discharged from hospital at Port Said after recovering from small pox. Supernumerary landed at Gibraltar on homeward voyage suffering from heart trouble.
Aug. 1	British Fusilier, s.s.	... 4100	do. ...	Abadan, Suez and Port Said	43	D.B.S. discharged from hospital at Port Said after treatment for stricture.
„ 1	British Hope, m.v.	... 4183	do. ...	do. ...	40	All well.
„ 2	British Mariner, s.s.	... 4082	do. ...	do. ...	39	do.
„ 6	Ma Gondole, s.v.	... 36	French ...	Roscoff ...	21	do.
„ 6	Iris, s.v.	... 86	do. ...	Abadan, Suez and Port Said	33	do.
„ 11	British Commander, s.s.	... 4072	British ...	do. ...	40	do.
„ 12	British Statesman, s.s.	... 4125	do. ...	do. ...	41	do.
„ 13	British Colonel, s.s.	... 4141	do. ...	do. ...	41	Boatswain removed to hospital at Abadan (non-infectious).
„ 13	British Peer, s.s.	... 3086	do. ...	Trinidad ...	31	All well.
„ 16	British Aviator, m.v.	... 4135	do. ...	Abadan, Suez and Port Said	40	Greaser removed to hospital at Abadan severe haemoptysis.
„ 22	British Earl, s.s.	... 3772	do. ...	do. ...	37	All well.
„ 24	British Chemist, m.v.	... 4129	do. ...	do. ...	3	do.
„ 24	British Officer, s.s.	... 4083	do. ...	do. ...	40	do.
„ 28	Vassilios A. Polemis, s.s.	... 2103	Greek ...	Villa Constitution, via Dakar	28	do.
Sept. 1	British Advocate, s.s.	... 4151	British ...	Abadan, Suez, Port Said and Oran	41	A.B. detained at Abadan—venereal disease.

PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of Persons on board.	Remarks.
1929						
Sept 13	Destro, s.s.	2176	British	London	31	An A.B. had been smallpox contact before joining vessel.
„ 20	Cobetas, s.s.	2462	Spanish	Buenos Ayres via Las Palmas	33	All well.
„ 21	Flint Castle, st. tr.	111	British	Fishing Grounds	11	Body of 2nd Engineer landed. Died at sea from a non-infectious illness.
„ 29	British Engineer, s.s.	4066	do.	Abadan, Suez and Port Said	44	D.B.S. (2). One had sustained a severe cut on the wrist, the other being a case of non-infectious illness.
„ 29	Scottish Musician, m.v.	4019	do.	do.	42	Fireman suffering from severe burns on both fore-arms.
„ 30	Bretonne, s.v.	76	French	Roscoff	7	All well.
Oct. 1	British Gunner, s.s.	4073	British	Abadan, Suez and Port Said	40	D. B. S. suffering from fistula, treated at General Hospital.
„ 6	British Judge, s.s.	4024	do.	do.	39	Seaman, suffering from venereal disease ; referred to clinic at General Hospital.
„ 6	British Mariner, s.s.	4083	do.	do.	40	All well.
„ 7	British Workman, s.s.	4065	do.	do.	42	Seaman suffering from venereal disease ; referred to clinic at General Hospital.
„ 8	Scottish Maiden, m.v.	4036	do.	do.	43	Greaser suffering from injury of foot, fireman with injury of knee. Both men referred to B.T.Co's M.O.
„ 11	British Advocate, s.s.	4151	do.	Trinidad	40	All well.
„ 11	British Architect, s.s.	4393	do.	Abadan, Suez and Port Said	39	do.
„ 13	British Councillor, s.s.	4190	do.	do.	38	A.B. landed at Suez suffering from dysentery. His effects were also landed with him.
„ 13	British Fusilier, s.s.	4100	do.	do.	44	Donkeyman sustained injury of head due to accident. He received treatment.
„ 13	British Hussar, s.s.	4104	do.	do.	39	All well.
„ 15	British Commander, s.s.	4072	do.	do.	42	do.
„ 15	Enrique Illucea, s.s.	679	Spanish	Tunis, Oran and Coreubion	20	Fireman confined to his room on account of erratic behaviour, suggesting Mental breakdown.
Oct. 17	British Courage, m.v.	4142	British	Abadan, Suez and Port Said	40	Referred to B. T. Co's. M.O.
„ 27	British Petrol, m.v.	4112	do.	do.	47	All well.
„ 30	Scottish Standard, m.v.	4044	do.	do.	45	Cabin boy suffering from injury of right hand, also Asst. Cook has injury of right hand. Both men were treated.
Nov. 6	British Dominion, m.v.	4140	do.	do.	41	All well.
„ 20	Scottish Maiden, m.v.	4036	do.	Trinidad	43	D.B.S. proceeded to his home after recovering from fracture of wrist.
„ 24	British Ambassador, s.s.	4114	do.	Abadan, Suez and Port Said	64	All well.
Dec. 6	British Inventor, s.s.	4226	do.	do.	41	do.
„ 8	British Chancellor, s.s.	4224	do.	do.	48	do.
„ 14	Macville, s.s.	334	do.	Sea, O.B. from Newport (Mon.)	12	do.
						Removed to hospital suffering from Colitis.

PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of Persons on board.	Remarks.
1929 Dec. 18	British Motorist, m.v.	... 4103	British ...	Abadan, Suez and Port Said	45	D.B.S. (2) returned home convalescent, one from injury and the other from furunculi.
„ 18	British Commodore, s.s.	... 4071	do. ...	do. ...	43	All well.
„ 19	British Colonel, s.s.	... 4141	do. ...	do. ...	39	do.
„ 20	British Grenadier, s.s.	... 4077	do. ...	do. ...	40	do.
„ 21	British Councillor, s.s.	... 4 90	do. ...	do. ...	40	do.
„ 22	British Engineer, s.s.	... 4066	do. ...	do. ...	40	do.
„ 24	British General, s.s.	... 4072	do. ...	do. ...	47	do.
„ 28	British Courage, m.v.	... 4142	do. ...	do. ...	41	do.
„ 30	Glanrhyd, s.s.	... 820	do. ...	La Rochelle	17	Fireman collapsed and died prior to arrival. Inquest held. Verdict : Death from acute appendicitis.

PORT TALBOT DISTRICT.

Vessels and crews examined on arrival at the Boarding Station by the Assistant Medical Officer of Health, giving details of sickness reported on arrival and during the voyage.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from	No. of Persons on board.	Remarks.
1929 April 13	Nesttun, s.s.	... 736	Norwegian...	Pauillac	17	Chief Officer suffering from tonsillitis. Treated privately.
„ 26	Sellinge, s.s.	... 1043	British ...	Rouen	19	Fireman ill with gastric influenza. He was treated privately and proceeded to his home at Cardiff.
May 22	Portsea, s.s.	... 2857	do. ...	Santos via Liverpool	30	(See page /3).
Oct. 20	Angelos, L., s.s.	... 2270	Greek ...	Abu Zenima	38	All well.
„ 23	Kapana, s.s.	... 1356	Norwegian...	Rufisque (Senegal)	22	(See page 11).

In addition to the cases of infectious and non-infectious cases of sickness tabulated, 169 cases of sickness, etc., occurring during the voyage, or on arrival, and during the stay in port, were investigated by the inspectors, which included 109 cases of sickness of a non-infectious character, 21 cases of venereal disease, 30 cases of injuries and 9 deaths.

The cases of sickness received private treatment, the cases of venereal disease were referred to the venereal clinic at the General Hospital, cases of injuries were removed to hospitals.

Of the deaths reported, 3 were washed overboard, 5 were accidental (1 at sea and 4 while in port), and 1 in hospital abroad from intestinal obstruction.

V.—MEASURES AGAINST RODENTS.

(1) *Steps taken for detection of rodent plague.*

- (a) All rats captured on board vessels in the port, are submitted to the Medical Officer of Health for examination.

Periodically, rats are sent for bacteriological examination. Vessels arriving from infected or suspected ports, are examined for the presence of any dead rats. Specimen rats from these vessels are always sent for bacteriological examination.

- (b) Similar measures are adopted when dealing with quays, wharves, and warehouses in the vicinity of the port.

(2) *Preventing passage of rats between ship and shore.*

Vessels loading or discharging are requested when possible, to have chains or mooring ropes guarded by rat discs kept properly fixed, gangways, etc. raised at night, and lighters removed from alongside after working hours.

All grain vessels are kept moored away from the wharf, whilst being discharged.

(3) *Methods of deratization.*

- (a) Fumigation by sulphur dioxide gas is the method employed, for destroying rats on vessels. Other methods are the destruction by trapping and baiting.
- (b) In Warehouses, wharves, river banks, etc., and other premises in the vicinity of the docks, continued trapping, baiting, and ferreting are the methods adopted.

(4) *Measures taken for the detection of rat prevalence in ship and on shore.*

On all vessels arriving enquiries are made as to the presence of rats, all grain vessels, general cargo vessels, and oil tankers are examined by the rat-catcher. Special attention is given to vessels arriving from infected or suspected ports.

Vessels requiring deratization exemption certificates are systematically examined by the rat-catcher, supervised by an Inspector. The Inspector reports on the existing conditions.

On shore the rat-catcher periodically visits warehouses, wharves, etc., and reports upon the extent of rat infestation.

Notices are served upon the owners, followed by advice as to the best methods of destruction. Most warehousemen are supplied with traps and poison bait, and are making efforts to reduce the rat population. Large areas devoted to the storage of timber, deals, and pitprops, are inspected for rat prevalence, and when necessary poison baits are laid around.

(5) *Rat-proofing.*

- (a) To what extent are docks, wharves, warehouses, etc. rat-proof ?

The rat-proofing of docks and wharves presents a difficult problem. Of recent years, most of the warehouses and transit sheds have been practically rendered rat-proof, by the abolishment of unnecessary woodwork, and the laying of patent concrete floors.

(b) *Action taken to extend rat-proofing.*

- (1) When vessels are examined for rat infestation, or for fumigation purposes, any harbourage, runs, access to stores, peaks, etc., are sought. The masters or owners are advised as to any improvements practicable.
- (2) On shore, in recently constructed warehouses the latest methods designed to reduce rat harbourage to a minimum have been adopted, and when reconstructing any older type of warehouse similar improvements have been carried out.

During the year the ratcatcher has searched 683 vessels for rat prevalence, and measures of destruction were carried out on 51 by fumigating and trapping. Fumigation by S.O_2 was carried out on 20 vessels, the total number of rats destroyed was 460. On the remainder trapping was employed, the total number of rats destroyed being 448, which includes 150 trapped on one vessel which was afterwards fumigated.

At the Beek Pathological Laboratory 38 specimen rats from vessels were bacteriologically examined, and found to be free from plague.

The ratcatcher has also periodically visited warehouses, wharves, quays, etc., in the vicinity of the docks, inspecting them for rat infestation and harbourage. Trapping and laying poison baits continually are the methods employed. During the year 767 rats were destroyed from the warehouses, etc., 9 of these were also submitted for bacteriological examination, and found to be free from plague.

INTERNATIONAL SANITARY CONVENTION OF PARIS, 1926.

Towards the end of the year, an increasing number of foreign countries adopted the International Sanitary Convention, which greatly increased the work of the department. During the year 20 deratization and 124 deratization exemption certificates were issued ; in addition 77 certificates were issued to vessels proceeding to Spanish and other continental ports. These certificates were entirely superseded by international certificates during the last quarter of the year.

RATS DESTROYED DURING 1929.

TABLE E.

(1)—On Vessels.

[illegible]

TABLE F.
(2)—In Docks, Quays, Wharves and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black ...	—	—	—	—	—	23	—	—	7	—	—	1	31
Brown ...	—	—	165	23	—	130	34	—	90	—	—	294	736
Species not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Examined ...	—	—	—	—	—	—	—	—	—	—	—	9	9
Infected with plague ...	—	—	—	—	—	—	—	—	—	—	—	—	—

RATS EXAMINED DURING THE YEAR AT THE BECK LABORATORY.

Date.	Name of Vessel.	No. of Rats examined.	Where from.	Cargo.	Result.
1929					
Jan. 24	Albany, s.s.	2	San Nicolas	Maize	No evidence of "Bacillus Pestis."
Mar. 14	Virginia S, s.s.	2	Hamburg	Water ballast	do.
April 10	Elephtheries K Venezelos, s.s.	2	Hull	Water ballast	do.
„ 20	Cento, s.s.	2	Busreh	Barley	do.
„ 29	Highcliffe, s.s.	2	Rosario	Wheat & Maize	do.
„ 29	Oreland, s.s.	2	Gibraltar	Water ballast	do.
„ 29	Leominster, s.s.	2	Avonmouth	do.	do.
May 29	Kelsomoor, s.s.	2	Montreal	Wheat	do.
June 19	Kathura, s.s.	2	Tonnay Charente	Water ballast	do.
„ 29	Eugenia, s.s.	2	Rosario	Wheat & Maize	do.
July 10	Nereus, s.s.	2	Rotterdam	General	do.
„ 17	Bisley, s.s.	2	Jacobstad	do.	do.
„ 20	British Birch, s.s.	2	Abadan, Suez and Port Said	Crude petroleum oil	do.
Aug. 5	Breynton, s.s.	2	Avonmouth	Water ballast	do.
„ 28	Vassilios A. Polemis, s.s.	2	Villa Constitution	Wheat & Maize	do.
Sept. 4	Pentyne, s.s.	2	Argentine via Venice	Water ballast	do.
„ 5	Yorkminster, s.s.	2	Leghorn via Carth- agena	do.	do.
Oct. 22	Glenluss, s.s.	1	Rosario via St.Vincent	Wheat	do.
„ 22	Grace Harwar, sail	1	Australian Ports, via Glasgow	Water ballast	do.
Dec. 2	Rokos Vergottis, s.s.	2	Buenos Ayres	Maize	do.
„ 10	Consolidated Fisheries Ltd. South Dock	1	.....	.....	do.
„ 10	Liverpool Warehouse, South Dock	2	.....	.....	do.
„ 11	Weavers Warehouses, North Dock	2	.....	.....	do.
„ 16	Riverside Wharf	2	.....	.....	do.
„ 17	West Sheds, P. W. Dock	2	.....	.....	do.

TABLE G.

Particulars relating to plague "infected" or "suspected" vessels arriving in the Port during 1929.

Name of Vessel. (1)	Date of Arrival. (2)	Whether "Infected" or "Suspected." (3)	Methods of Rat Destruction employed. (4)	Number of dead Rats recovered. (5)	Whether a Certificate of Deratization was issued. (6)	Remarks. (7)
Nil	—	—	—	—	—	—

TABLE H.

Measures of Rat Destruction on Vessels from plague infected ports (other than those included in Table G) arriving in the Port during 1929, and number of Certificates issued in respect of such vessels.

Total No. of Vessels arriving from plague infected Ports. (1)	Number of such Vessels fumigated by S.O.2. (2)	Number of dead Rats recovered. (3)	Number of such Vessels fumigated by H. CN. (4)	Number of dead Rats recovered. (5)	Number of such Vessels on which trapping, poisoning, etc., were employed. (6)	Number of dead Rats recovered. (7)	Number of such Vessels on which measures of rat destruc- tion were not carried out. (8)	Number of Fumigation Certificates issued on Form "Port II."		No- of other Certifi- cates issued. (11)
								Deratiza- tion. (9)	Exemp- tion. (10)	
131 (Including Repeat Voyages.)	16	451	Nil.	Nil.	17	362	98	16	43	Nil.

TABLE I.

Measures of Rat Destruction on vessels (other than those included in Tables G & H) and number of certificates issued in respect of such vessels during 1929.

Number of Vessels fumigated by S.O.2. (1)	Number of dead Rats recovered. (2)	Number of Vessels fumigated. by H. CN. (3)	Number of dead Rats recovered. (4)	Number of Vessels on which trapping, poisoning, etc., were employed. (5)	Number of dead Rats recovered. (6)	Number of Certificates issued on Form "Port II."		Number of other Certificates issued. (9)
						Deratiza- tion. (7)	Exemption. (8)	
4	9	Nil.	Nil.	14	86	4	81	77

INSPECTION OF VESSELS.

During the year 6,760 vessels were inspected at the ports under your jurisdiction, 5,135 British and 1,635 Foreign, an increase over last year of 1,061. British vessels increased by 739, and Foreign by 322. The total number reported to be defective was 609, defects were remedied on 573. The total of nuisances and defects found on vessels inspected was 1,028 of which 981 were remedied, in addition to 793 verminous and dirty beds destroyed. 8 Statutory notices, 285 informal notices and 244 verbal instructions were issued, 1,884 re-visits were made by your Inspectors to enforce compliance with notices, and investigate cases of sickness.

The following table shews the number of vessels inspected, British and Foreign, at the respective ports, with the number of nuisances and defects dealt with, and the total population.

District.	Number of Vessels.			Number of Nuisances and Defects dealt with.	Total No. of Persons on board vessels Inspected.
	British.	Foreign.	Total.		
SWANSEA	3,917	1,091	5,008	593	90,795
NEATH	258	10	268	71	2,512
PORT TALBOT	919	534	1,453	364	24,674
PORTHCAWL	31	—	31	—	1,197
TOTALS	5,125	1,635	6,760	1,028	119,178

NATIONALITY OF VESSELS INSPECTED.

Nationality.	SWANSEA.			NEATH.			PORT TALBOT.			PORTHCAWL.		
	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total
Belgian	49	—	49	—	—	—	24	—	24	—	—	—
Brazilian	6	—	6	—	—	—	—	—	—	—	—	—
British	3728	189	3917	210	48	258	846	73	919	31	—	31
Canadian	9	—	9	—	—	—	—	—	—	—	—	—
Danish	94	—	94	—	—	—	24	1	25	—	—	—
Danzig Free State	—	—	—	—	—	—	1	—	1	—	—	—
Dutch	99	—	99	—	—	—	7	—	7	—	—	—
Esthonian	8	—	8	2	—	2	6	—	6	—	—	—
Finnish	4	—	4	—	—	—	4	—	4	—	—	—
French	213	30	243	3	—	3	204	1	205	—	—	—
German	71	1	72	1	—	1	28	1	29	—	—	—
Greek	43	—	43	—	—	—	30	—	30	—	—	—
Italian	38	—	38	—	—	—	18	—	18	—	—	—
Japanese	12	—	12	—	—	—	—	—	—	—	—	—
Jugo-Slavian	7	—	7	—	—	—	3	—	3	—	—	—
Latvian	7	—	7	1	—	1	3	—	3	—	—	—
Norwegian	200	—	200	2	—	2	84	—	84	—	—	—
Panamarian	3	—	3	—	—	—	1	—	1	—	—	—
Peruvian	3	—	3	—	—	—	—	—	—	—	—	—
Portuguese	2	—	2	—	—	—	—	—	—	—	—	—
Spanish	92	—	92	—	—	—	50	—	50	—	—	—
Swedish	95	—	95	1	—	1	44	—	44	—	—	—
U. S. America	5	—	5	—	—	—	—	—	—	—	—	—
TOTALS	4788	220	5008	220	48	268	1377	76	1453	31	—	31

VI.—Hygiene of Crews' Spaces.

Verminous Forecastles.

Notices were served on all vessels where the crews' quarters were found to be verminous. When time has permitted, deverminization has been carried out in the following manner :—

- (1) Destruction of all old bedding and forecastle garbage in the ship's furnace.
- (2) The opening of joints in wooden partitions, wooden bunks, etc., and applying the heat of a large engineer's blow lamp to the joints. Many tubular iron bunks are fitted with the ends of the tubes unsealed, affording favourable harbourage for vermin. In such cases the heat of the blow lamp is applied to the whole of the iron frames sufficiently long to destroy all forms of life. The ends of the tubes are then plugged and sealed with molten pitch.
- (3) Fumigation in the orthodox manner.
- (4) Cleaning with a germicidal fluid and repainting.

This method of deverminization when thoroughly carried out, has proved highly successful.

Spraying with an approved insecticide has been recommended, when the time required for the major work has been impossible.

The unfavourable condition in which many forecastles are left after the crews have been paid off is a matter for serious comment. This undesirable practice seems to be growing worse, and is confined chiefly to vessels, where the crews are discharged after arrival in port. Masters, officers and men, should discuss this unsatisfactory state of affairs and mutually agree upon a remedy.

Water Closets.

Speaking generally, forecastle water closets are dirty insanitary fittings, badly designed, faulty in construction, and lacking the elementary principles of sanitation.

Many trough closets are miniature cesspools. The flushing arrangements are totally inadequate, consisting in many cases of lin. flush pipes connected to small storage tanks, which are usually empty. A number of forecastle water closets are made of light galvanized iron, shaped in the form of a "hopper closet." These fittings are impossible to clean, and become foul in a very short time.

Extra strong white glazed pedestal water closets fixed in separate compartments, with larger flush pipes, and an ample supply of flushing water are absolutely essential.

Food Lockers.

Wooden food lockers are unhygienic, and should be replaced, whenever possible, by steel ones painted white.

TABLE J.
Classification of Nuisances.

Nationality of Vessel.	Number inspected during 1929.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
BRITISH	5,125	4	260	413
OTHER NATIONS ...	1,635	2	137	212

LIST OF NUISANCES AND DEFECTS DEALT WITH.

Nature of Nuisance or Defects.	Swansea.	Neath.	Port Talbot.	Porthcawl	Total.
Forecastles, berths, cleaned, painted, etc.	147	21	56	—	224
Water closets, ditto	67	16	81	—	164
Defective or dirty water tanks or casks	4	—	—	—	4
Drinking water taken in at suspected ports and ordered to be discharged	—	—	1	—	1
Damp quarters caused by leaky decks over berths, unlined iron decks over berths and defective wood lining	16	4	27	—	47
Insufficient ventilation of crew's spaces	—	3	—	—	3
Defective ventilators in ditto	1	2	—	—	3
Insufficient lighting, defective side ports, deck prisms, etc. ...	59	14	72	—	145
Ship's gear in crew's spaces	2	1	3	—	6
Defective bulkheads and floors in crew's spaces and W.C's. ...	1	—	—	—	1
Foul accumulations on deck and quays	55	—	11	—	66
Defective or dirty food lockers	46	1	4	—	51
Defective cable chain casing in forecastle, or defective or dirty alleyways, companionways	4	—	3	—	7
Defective or dirty cooks' galleys	—	—	3	—	3
Insufficient heating ; defective stoves and stove pipes, radiators, etc.	66	4	20	—	90
Defective forecastle and berth doors	5	—	5	—	10
Ship's gear in W.C's., bathrooms, etc....	1	—	4	—	5
Defective drainage in forecastles and berths	1	2	2	—	5
Verminous forecastles and berths	85	—	42	—	127
Leaking hawse pipe in forecastles	9	2	10	—	21
Defective ladders in forecastles, etc.	1	—	—	—	1
Defective and dirty fish rooms in steam trawlers	4	—	—	—	4
Dirty messrooms, bathrooms, lavatories and wash-houses ...	6	—	—	—	6
Ballast tank leaking into forecastles	1	—	1	—	2
Defective seats, doors, ventilation, pans, troughs, flushing, light, soil pipes, etc., in W.C's.	11	—	14	—	25
No water closet accommodation provided	1	—	1	—	2
Poultry pens, etc., cleaned	—	—	3	—	3
Steam pipe leaking into alleyway	—	1	1	—	2
TOTALS	593	71	364	—	1028

VII.—Food Inspection.

(1) *Action taken under the Public Health (Imported Food) Regulations, 1925, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1927.*

LIST OF IMPORTED FOODSTUFFS EXAMINED DURING THE YEAR.

(The Weights and Quantities given are approximate).

Almonds ...	79 bags, 147 boxes.	Fruit (dried) ...	18,656 boxes.	Pork & Beans ...	347 cases.
Bacon and Hams ...	39 cases.	Fruit (fresh) ...	127 bags.	Preserves ...	205 cases.
Barley ...	7,421 tons.	„ „ ...	3,237 barrels.	Red cabbage ...	50 bags.
Beans ...	711 tons.	„ „ ...	11,260 cases.	Rice ...	293 tons.
Beef (canned) ...	12,550 cases.	Fruit juices ...	53 cases.	Rice flour ...	884 bags.
Beetroot ...	8 Bags	Groceries ...	1,201 boxes.	Rye meal ...	272 bags.
Biscuits ...	581 cases	Lard ...	45,817 boxes.	Salt ...	610 bags.
Butter ...	3 casks, 100 boxes.	Lunch tongue ...	6,335 cases.	Sausages (smoked) ...	20 cases.
Canned goods ...	543 cases.	Liver paste ...	10 cases.	Sausage meal ...	173 bags.
(various)		Macaroni ...	89 cases.	Seaweed (edible) ...	28 bags.
Carrots ...	31 tons.	Maize ...	21,132 tons.	Sugar ...	135,917 bags.
Cheese ...	4,334 boxes.	Milk (canned) ...	48,446 cases.	Sugar ...	17,379 cases.
Coffee essence ...	3,091 cases.	Milk powder ...	20 cases.	Syrup ...	225 barrels.
Cocoanut ...	314 cases.	Nuts ...	1,823 bags.	Syrup ...	214 cases.
(desiccated)		Oats ...	11,163 tons.	Sago ...	20 bags.
Confectionery ...	1,579 cases.	Oatmeal ...	485 bags.	Tapioca ...	235 bags.
Cream ...	1,622 cases.	Oats (rolled) ...	13,555 cases.	Tea ...	1,147 cases.
Eggs ...	166 cases	Offals (salted) ...	10 barrels.	Tomatoes (canned) ...	636 cases.
Fish (canned) ...	17,572 cases.	Onions ...	1,725 tons.	Tomatoes (fresh) ...	171 cases.
Fish (dried) ...	583 bales.	Parsnips ...	4 tons.	Tomato Catsup ...	1,780 cases.
Fish (salted) ...	287 barrels,	Peas ...	176 tons (canned).	Wheat ...	52,083 tons.
	59 boxes.		50 cases.		
Fish (wet) ...	9,642 tons	Potatoes ...	13,658 tons.		
Flour ...	8,426 bags.				
Fruit (canned) ...	11,988 cases.				

The following table gives the amount of unsound foodstuffs dealt with during the year :—

	<i>Tons</i>	<i>Cwt.</i>	<i>Qrs.</i>	<i>Lbs.</i>		<i>Tons</i>	<i>Cwts.</i>	<i>Qrs.</i>	<i>Lbs.</i>
Canned Goods ...	0	0	1	27	Onions ...	0	5	0	0
Carrots ...	6	0	0	0	Peas ...	0	17	2	0
Edible Seaweed ...	0	2	2	0	Pears ...	2	10	0	0
Fish (wet) ...	9	0	2	0	Potatoes ...	19	13	0	0
Fish (dried) ...	0	17	0	14	Rice ...	3	5	2	24
Fruit (canned) ...	0	1	1	0	Sugar ...	0	18	0	0
Lard ...	0	0	2	0	Tomato Catsup ...	0	0	0	22
Milk (condensed) ...	0	3	0	18	Wheat ...	9	15	1	0
					TOTAL ...	53	10	0	21

THE PUBLIC HEALTH (IMPORTED) MILK REGULATIONS, 1926.

No milk has been imported to which the above Regulations apply.

THE PUBLIC HEALTH (PRESERVATIVES, ETC. IN FOOD) REGULATIONS, 1927.

It has not been necessary to take any action under the above Regulations.

(2) *Shellfish.*

PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1915.

During recent years under the aegis of the South Wales Fisheries Board, steps have been taken to resuscitate the oyster industry, at the Mumbles. Some measure of success has been achieved, but the weather conditions this season have been unfavourable.

I am informed by the Inspector of the South Wales Fisheries Board, that some 46,000 oysters have been dredged up-to-date this season. Dredging is prohibited in the area within half a mile of the outfall of the sewer off the Mumbles, and strong tidal currents help to carry sewerage away from the most generally worked beds, which are two miles distant in Swansea Bay. Bacteriological examination of oysters dredged have given negative results.

(3) *Number of samples of food examined by (a) Bacteriologist (b) Analyst.*

No occasion arose for any samples of food to be examined as above.

I have to express my indebtedness to the Officers of H.M. Customs and H.M. Board of Trade, at the ports under your jurisdiction, also Great Western Railway and the Dock Superintendents and Dock Masters of Swansea, Neath, Port Talbot and Porthcawl, for co-operation with the officers of the Swansea Port Sanitary Authority, Joint Board in carrying out their responsible duties.

I am, Gentlemen,

Your obedient Servant,

Port Sanitary Offices,

10 Somerset Place,

Swansea.

March, 1930.



Port Medical Officer of Health.

